



Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

BOOK REVIEWS.

COMMENTARIES ON THE LAW OF NEGLIGENCE. By Seymour D. Thompson. Indianapolis: The Bowen-Merrill Company. 1902. pp. xlvii, 1118.

According to the author's original plan, as announced by the publishers of this work, the third volume was to embrace the titles, Carriers of Passengers, Negligence of Municipal Corporations and Negligence of Public Officers. As published, the volume includes but a single title, Carriers of Passengers, although ten hundred and fifty pages are filled with the discussion of this title.

Like its predecessors, this volume is not limited to the law of negligence. Were it so limited its contents would have been but a fraction of their present bulk. For example, the first four chapters deal with the topics, who are common carriers of passengers: their common-law as well as their contract obligations to passengers, and who are passengers. A later chapter deals with regulations of the carrier, and one still later is largely devoted to a discussion of what is baggage, and the carrier's lien thereon. In this way several hundred pages are filled with material which has only an accidental connection with the law of negligence, valuable and interesting though that material is.

Every topic is discussed very fully, and the array of authorities cited is most imposing. The usefulness of the volume would be much enhanced by a table of cases. It is difficult to understand why this table is postponed to the completion of the entire work, unless it be done with a view to inducing the purchasers of each volume to buy the whole set. A very valuable chapter is the one in which the liability of carriers for malicious torts committed by their servants and agents upon passengers is considered. The cases are not only colated with care, but are criticised with great ability.

A TREATISE ON THE LAW OF MASTER AND SERVANT. By Charles Manley Smith. Fifth Edition. By Ernest Manley Smith: London. Sweet & Maxwell, Limited. 1902. pp. xcvi, 823.

A new edition of this standard work will be welcomed by all lawyers who care to keep abreast of legislation and judicial decisions in Great Britain upon the important topic of Master and Servant. And this is a new edition in fact as well as in name. Many parts have been entirely rewritten. A good example of the thorough-going revision which characterizes this volume is found in the last section of chapter one. Every line of the old section is discarded, and not only new matter, but new doctrine inserted instead. This radical change was made necessary by the British Bankruptcy Act of 1883, as construed by the Court of Appeal, in *Re Roberts*¹.

¹(1900) 1 Q. B. 122.